

### **MTR 922 Special Operating Procedures:**

- (1) Early contact with ATC before route entry will increase mission effectiveness.
- (2) Primary route SE of Interior MOAs except portion of route transits eastern portion of Buffalo MOA into Yukon 3A Low MOA.
- (3) Restricted operations within active Special Use Airspace (SUA). See AFI 13-212, 11 AF Supplement. Coordinated scheduling with the 353 JSO, and radio contact with Eielson Range Control (ERC) on primary 229.4, secondary 246.2, or 125.3 (for SUA deconfliction) is required. If any of the affected SUA is active, you must remain clear until ERC approves entry. Radio contact with ERC may be difficult. If no contact can be made, call “in the blind”, then proceed, and continue periodic attempts. Radio contact with ERC constitutes use of the Special Use Airspace Information Service. This advisory service is provided for military and civilian VFR traffic in the Interior MOA complex. Advisories will be given when known. Though not an ATC facility, ERC provides this service to increase situational awareness and safety.
- (4) Route designated for MARSA operations, which are established by coordinated scheduling with the Scheduling Activity (SA). Expect ATC to give route and MOA clearance prior to entry. Ask for clearance at least five minutes prior to route entry. ATC may ask if you are a “participant” in the SUA. This means you have coordinated with the SA for the use of the SUA.
- (5) All route points collocated with IR-923, VR-940 and VR-941.
- (6) IR-919, IR-921, VR-937 and VR-938, cross at Pt A.
- (7) IR-917, IR-918, VR-935 and VR-936 cross at Pt D.
- (8) Numerous sensitive areas near Alaska Hwy. See 11 AF Noise/Flight Sensitive Areas List (NFSL) <http://www.elmendorf.af.mil/Units/611osf/AirspaceHome.htm>.
- (9) Remain clear of Fielding Lake State Rec Sites, Segment A to B (63 10 N 145 40W and 63 11 12N 145 38N) by 2,000’ AGL or 1NM, 15 May – 30 Sep. See NFSL item 23.
- (10) Maintain 500’ AGL or 6000’ MSL whichever is higher minimum until 8 NM past point A.
- (11) Descend below 14,000’ MSL prior to crossing point B.
- (12) Remain clear of Delta National Wild & Scenic River, segment A to B by 5NM either side of river or 5,000’ MSL, 27 June – 11 July. See NFSL item 19.
- (13) Use CAUTION for high density VFR traffic at the southern mouth of Isabel Pass, Pt A.
- (14) Remain clear of Dall Sheep lambing area beginning 18NM NE of Pt A to Pt B, from 3 NM left of centerline to 5 NM right of centerline, by 1,000’ AGL, 1 May – 30 June. See NFSL item 27.
- (15) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. Helicopters frequently use 150’-500’ cables strung below for carrying cargo.
- (16) Use CAUTION Alaska Highway VFR corridor within confines of Buffalo & Birch MOAs. Remain above 3,500’ MSL when within 2NM of the highway (Buffalo) or within ½ mile north of the highway to the southern bank of the Tanana River (Birch), continuous. See Birch and Buffalo MOA descriptions in the Alaska Airspace Handbook.
- (17) Avoid Monte Lake Fishing Lodge N63 30.0 W144 05.0, segment B to C by 1 NM.
- (18) Seasonal Caribou calving sensitive area, segment C to D within Yukon 3A Low MOA, (15 May – 15 July). See local OGV FCIFs for details and locations.

- (19) Avoid cabins in the vicinity of 63 28.2N 143 56.2W, 63 32.8N 143 54.3W, 63 54.5N 143 02.5W and 64 06.7N 143 01W.
- (20) Maintain 1,500' AGL minimum on segment B to C during yearly moose hunting season , approximately 1-20 Sep.
- (21) Route Entry/Exit: BIG (322.5/135.3)
- (22) Weather briefing support agencies should request mission forecast support from ALASKA Forecast Unit at DSN 317-552-2719/3043 at least 8 hours prior to mission brief time.
- (23) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. There is no Bird Avoidance Model data for Alaska.

**FSS'S Within 100 NM Radius:**

FAI, ORT (1 Mar – 30 Sep, other times contact FAI FSS), PAQ, TKA. See Alaska Supplement